

New-York Daily Tribune

MONDAY, JULY 3, 1865.

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NEWS OF THE DAY.

FOREIGN NEWS.

By the arrival of the America at this port yesterday we have three days later news from Europe. At length the preparations connected with the final departure of the great Atlantic telegraphic expedition are completed. Telegraphic communication with the United States is looked for about the 20th or 21st of July.

Mr. Cardwell placed upon the table of the House of Commons, on June 19, the papers relating to Canada. They give the result of the negotiations between the Government and the Canadian delegates. The Government approve of the confederation scheme; they will recommend the guarantee of a loan for the carrying out by Canada of the fortifications recommended by Col. Jervois, and will provide the necessary armament as soon as the Provincial Legislature has expressed its opinion on the matter; they will do all they can to procure a renewal of the Reciprocity Treaty; they will recommend the guarantee of a loan to pay the indemnity of the Hudson Bay Company for the north-western territory, which is to be made over to Canada; and finally, the Government gives assurances of its desire to assist Canada as far as possible.

The American war-steamer Niagara and Sacramento left the Southampton waters on Saturday evening, June 19.

It is reported that difficulties have arisen in the negotiations between Italy and Rome.

GENERAL NEWS.

About 9 o'clock on Saturday morning a New-Haven train, traveling at a high rate of speed, was crossing the trestle work bridge, near Yorkville, at the same time that a Harlem train was crossing in the other direction. The vibration and consequent heavy strain upon the timber work caused the bridge to settle, the sides of the cars of the two trains came in contact, and the wood work of the Harlem car was extensively shattered. Several of the passengers were injured, but none killed.

The Albany train on the Hudson River Railroad, due at New-York at about 4:30 o'clock on Saturday afternoon, ran off the track at Irvington, at three o'clock, pitching the engine, tender and forward passenger car into the river, and smashing two other cars badly. One man was killed and several severely wounded. The cause of the accident was a misplaced switch.

The consideration of the Cozenshabeas corpus case was resumed on Saturday morning. Provost-Marshal Frink making a proper return to the writ, under the direction of Gen. Cadwallader and the Secretary of War. The argument of the case was conducted by Judge Know, but was not concluded, when the case was postponed until Wednesday next.

The Commissioners of the Williamsburgh Fire Department have disbanded eight companies of that organization. The members of one of these, Engine Company No. 11, on Saturday night indulged in some disorderly proceedings, which, however, the police soon stopped.

William D. Mann and Daniel Stratton, Jr., the two men charged with heavy swindling in connection with the United States Petroleum Company, have been looked up, in default of \$15,000 bail each, to await the result of a legal investigation.

The President has appointed Benj. F. Perry Provisional Governor of South Carolina. His instructions contemplate an immediate call for a State Convention, with a view to the speedy reorganization of the State Government.

The Schnutzen delegations, who are to represent the New-York Schnutzen organizations at the German national sharpshooting contest at Bremen, took their departure on Saturday on board the steamship Bremen.

John Armstrong, Postmaster of Springfield, Mass., who was arrested on the 24th ult. for robbing the mails, has been indicted for the offense by the Grand Jury. He had heretofore borne a most exemplary character.

Gen. Logan, commanding the Army of the Tennessee, has issued, from his headquarters, at Louisville, Kentucky, an order for the further reduction of his force by the mustering out of service of 15,000 men.

A dispatch from Lacrosse, Wisconsin, says that a tornado passed over Union County, in that State, on Saturday, which killed 17 persons, injured about 50, and prostrated fifty dwellings.

An Albany dispatch states that Gov. Fenton on Saturday received a telegram from Gen. Grant giving a positive promise on the part of the latter that he will be in Albany on the 4th of July.

Major-Gen. Meade on Saturday issued, from his headquarters in Philadelphia, his official order on assuming command of his new department, the Military Division of the Atlantic.

The receipts from Internal Revenue for the fiscal year ending June 30, 1865, are officially reported at \$205,311,180 96. This does not include the tax on National Bank currency.

Capt. D. H. Bingham and J. H. Larcombe have sent to the President a protest against the appointment of Judge Parsons as provisional Governor of Alabama.

The State of Florida has been detached from the Military Division of the Tennessee and added to the Department of the Gulf—Gen. Canby's.

The U. S. steamer Owosso, from Sabine Pass June 10, reached this port yesterday. She has been in commission since February, 1862.

During the storm on Saturday evening the people of a church was blown down and considerable damage done in Philadelphia.

Disabled soldiers are notified that at present there are no vacant situations in the Treasury Department at Washington.

The trial of Miss Harris, who shot Burroughs, a Treasury Clerk at Washington, in January last, will commence to-day.

Major T. T. Eckert, the new Assistant-Secretary of War, entered upon his duties on Saturday.

Thomas C. Amory, President of the Firemen's Insurance Company of Boston, died on Saturday.

actions to note, holders are looking for an advance and do not care to sell at quotations. Miscellaneous shares were strong. The Railway share market opened strong on the street, and stocks were in active demand for cash. At the Board prices were fully sustained, with very large transactions on the leading shares; but prices receded from 12 1/2 after the Board in the street the market continued strong. Later in the day the market was strong. Money is very easy at 4 1/2 per cent, and the supply of loanable funds is largely in excess of the demand. Sterling Exchange is nominally 104 1/2. Freight is firm.

BETTER GIVE IT UP.

We receive some letters suggesting evasions of the spirit of Gen. Grant's and the kindred agreements whereby the Rebel armies were surrendered and paroled, and insisting that those thus shielded may nevertheless be arrested, tried and punished as traitors! We would simply advise all who hug any such delusion to their bosoms that our Government manifestly has a different theory from theirs—in our view, a thousand times more upright and just. Had it believed the Rebel Military leaders subject to prosecution for treason notwithstanding the terms of Gen. Grant's agreement, it would doubtless have arrested them long ago. The fact that it has not seen fit to do so should be accepted as conclusive.

"But," says one of these quibblers, "Gen. Grant had no power to stipulate a universal amnesty." Very well; admit it. What he did was to accept of and agree to a surrender on conditions—conditions proposed by himself. Just look them once more in the face:

"This [the surrender] done, each officer and man will be allowed to return to their homes, not to be disturbed by UNITED STATES AUTHORITY, so long as they observe their parole and the laws in force where they reside."

—Can there be any doubt as to the proper force and meaning of those words? If you can conceive any, just look at this passage in Gen. Grant's letter to Gen. Lee just prior to the surrender aforesaid:

"The terms upon which Peace can be had are well understood. By the South laying down their arms they will hasten that most desirable event, save thousands of human lives, and hundreds of millions of property not yet destroyed."

"Sincerely hoping that all our difficulties may be settled WITHOUT THE LOSS OF ANOTHER LIFE, I subscribe myself, very respectfully, your obedient servant."

"U. S. Grant, Lieut.-Gen. U. S. A."

—Can you imagine that our Government will attempt to wriggle out of the plain intent and effect of this language? If you can, you only establish your own infamy, not that of our rulers. Even if they had no regard for good faith, they would shrink from exposing themselves to the execrations of the civilized world.

"But did not Gen. Grant exceed his powers?"

That cavil comes too late. It was indeed competent for the Government to disallow Gen. Grant's convention with Gen. Lee, as it did Gen. Sherman's first arrangement with Johnston. But this right, so far as it existed, must be exercised (as it was in the Sherman-Johnston case) on the instant, or not at all. Having virtually accepted and approved Gen. Grant's terms of capitulation, by accepting the fruits thereof, our Government was nevermore at liberty to repudiate that agreement, or any part of it. It became its own act, in every respect and particular, as fully as if it had been originally proposed by the President and agreed on in a meeting of the Cabinet.

We do not suppose there is any dissent or demur among intelligent persons to what we have here stated. We know no journal of any character that disputes them, though several may have seemed to do so, while pandering to ignorance and popular passion. And we most respectfully counsel the European friends (not the enemies) of our National cause not to distrust themselves with apprehensions of any wholesale butchery of the discomfited Rebels under the authority of our Government. There is danger, for a moment, that the just and general indignation aroused by President Lincoln's assassination would drive his successors into a course which would, in calmer hours, be deeply regretted; but the gust of passion has spent its force, and the peril it evoked has passed away forever.

EX-GOVERNOR MAGOFFIN.

It has been known for several weeks that ex-Gov. Beriah Magoffin, who at the beginning of the war was among the most determined opponents of a coercive policy, had declared in favor of the Constitutional Amendment abolishing Slavery. As the electoral campaign in Kentucky turns this year wholly on the adoption or rejection of the amendment, Gov. Magoffin was invited by some of the men at the head of the "Ratification" party, to take the stump for the amendment. This he declined to do, but in reply he sent another letter fully defining his position and stating the reasons why he personally should vote for ratification.

The letter of Gov. Magoffin is, in some respects, an interesting document. Its influence upon the opponents of the amendment must be the greater, as they counted in former years Magoffin as one of their leaders. Even now his sympathy with them has not yet wholly ceased. He is still an ultra State rights man. He still believes that the war has been "contrary to the Constitution of the United States," and that the policy of the Administration with regard to Slavery has violated one of the "rights" of Kentucky; but, although he yet holds fast to all these opinions, he advises his countrymen to ratify the amendment.

His argument is very simple and cogent. The ratification of the amendment by the requisite three-fourths of the States is certain. Slavery is extinct in the United States in any case. Why then raise a new issue on something that is dead? Nothing more can practically be accomplished by the opponents of the amendment than "the election of the candidates for office." All the time and statesmanship of the Kentuckians are needed for "the living issues growing out of the revolution." The people "cannot have what they want," consequently it is best for them "to accommodate themselves to the next best thing." They cannot possibly get back all their "rights" inclusive of Slavery, consequently let them concentrate their energy to save all their rights minus Slavery. The sooner they direct all their attention to this end, the better is, of course, their prospect of success. And Magoffin is hopeful that they can get back their rights

(minus Slavery) under President Johnson, "whose successful course he (Magoffin) has watched as a Democrat for twenty-five years before the war, with infinite pleasure." And even with one of their rights, Slavery, destroyed, the restoration of the other rights would restore, in his opinion, "the best Government upon earth."

It is clear, then, that Magoffin has not yet parted with his former political views; still it would be unfair to say of him that he has learned nothing. He frankly admits that his former views about Slavery have been thoroughly shaken. At the beginning of the war he thought that Slavery was a divine institution, and that the slave was in a better condition as a slave than as a freeman. But the events which have lately transpired have caused him to doubt the truth of his conclusions. God, he argues, has brought about this destruction of Slavery, and "I am not going to raise my puny arm against his decrees," especially as "He is backed by the people of the whole civilized world, and by the people of our own country." In conclusion, the Governor proves very clearly that the amendment is strictly constitutional, and not in the least a violation of the State rights doctrine.

Altogether Gov. Magoffin is as yet, in our opinion, far from being converted to sound political principles, but his arguments in favor of the Constitutional Amendment are cogent and irrefutable; and that, for the present occasion, is the main point.

CABINET POSSIBILITIES.

The Sunday Mercury has a Washington dispatch which says:

"On the 13th of this month, Secretary Stanton leaves the War Department. Who his successor will be, is not yet generally known; but the suspicion is that Preston King will be the lucky man. This, of course, will render it impossible for Secretary Seward to remain in the Cabinet; in which case that position will probably be offered to Gov. Andrew of Massachusetts, of whom President Johnson has a very high opinion. Of the fact of Stanton's removal, there can be no doubt at all. There is talk of giving a position in the reorganized Cabinet to John M. Bots of Virginia. It is felt that Mr. Bots's Unionism, having stood the test of four years' war, in the midst of the Rebels, deserves some recognition from the Government."

—This report renders proper the statement that Gov. Seward, as we understand, long since notified President Johnson of his wish to be relieved of his official cares and duties at the earliest day consistent with the demands of the public service. So long as his counsels are deemed essential, Gov. S. will continue at the head of the State Department, but no longer. The talk, therefore, of any prospective appointment "rendering it impossible for Secretary Seward to remain in the Cabinet," is as unjust as disparaging. He may remain months, for aught we know; but he expects and desires to leave so soon as he can be spared.

Mr. Bots would spurn the suggestion that he might be taken into the Cabinet as a "recognition" of his unwavering Unionism. If he is not really wanted there, he would doubtless prefer to remain where he is.

SATURDAY'S MURDER.

Two more railway "accidents" on Saturday—only two and, according to such accounts as we have, only one man killed outright, two or three mortally wounded, and an indefinite number seriously injured. We ought not to omit what the railway directors will consider a much more serious matter—that a good many cars and other corporation property were injured, and we have no doubt the corporation concerned in these disasters regret them, for they are expensive. The consolation to the ingenious minds of superintendents and presidents is that it is cheaper on the whole to keep their roads permanently in poor running order—cheaper to do a little murdering than a little repairing—cheaper to pay for a few shattered cars and limbs than to hire an extra signal man, than to replace rotten sleepers by sound ones, than to re-lay tracks that are dangerously near to each other.

The "accident" on the Hudson River Railroad at Irvington may be the five-hundredth or the five-thousandth that has occurred within five years from similar causes. The switch was wrong. Why was the switch wrong? Because the Company would not pay a man to keep it right—would not pay a dollar and a half a day to save a hundred passengers from the probable chance of destruction by an "accident." Says an account: "The place where the accident occurred is about three hundred feet from the depot, and the switchman, whose duty it was to be at this post, was absent attending to other duties at the depot." Of course he was, or if he had not been absent Saturday, he would have been some other fatal day. A man cannot always be in two places at once—even if he be a Hudson River Railroad employé. The case could hardly be better stated than by this blundering reporter. It was the switchman's "duty" to be at the switch, and it was his "other duty" to be 300 feet off at the same moment. The Irish-English of the reporter may be pardonable; but the worse than Irish blundering of the corporation, the meanness, the stupidity, the murderous parsimony of the corporation which puts one man to do the duty of two or three, at the risk of such a catastrophe as that of Saturday—is not pardonable. But the public pardon it—by still patronizing the road that murders its passengers; the Legislature pardons it—by affixing no adequate penalties for the crimes it commits; above all, coroners' juries applaud and encourage corporation and corporation servants alike by the quasi-judicial immunity they contrive to extend over both. What can we do about it? The President and Superintendent and Directors of the Hudson River Railroad who read this article will echo the question with a chuckle: What can press or public do about it? Well, perhaps not much to-day, nor to-morrow—not this accident nor the next; but some "to-day" will arrive; some accident, or some dreadful succession of catastrophes will find their inevitable result in an outburst of popular indignation, which may even provoke a legislative enactment stringent enough to make it the policy of the railroads to stop their wholesale homicides for the benefit of their stockholders' pockets. So laugh on, Messrs. Presidents, Su-

perintendents & Co.—your murderous martyrdom shall not be forever.

The collision on the New-Haven and Harlem Railroads is simply the fulfillment of a prediction long since made. Since those tracks on the Yorkville bridge were laid, the cars have been widened, the tracks have approached each other from the settling of the bridge, the speed of trains has been increased, and the projecting or low windows have been added to the cars. It was inevitable that the long trains which every day's vibration brought nearer and nearer, should some day strike. The consequences of the collision Saturday were so slight compared to what might have been expected, that the passengers may think themselves fortunate to have escaped as they did. But the warning ought to be sufficient to prevent another and worse disaster. Let us see whether it proves to be.

PROFIT AND LOSS.

The Republic (Richmond) has a calculation which may be roughly outlined thus:

The official valuation of the fifteen Slave States, by the Census of 1860, footed up Seven Thousand Millions of Dollars; while their losses since may be estimated thus:

Slave freed, worth.....\$2,500,000,000

Losses by devastation.....900,000,000

Loss of four crops of Southern staples.....900,000,000

Real Debt, nominally \$4,000,000,000.....

.....500,000,000

Southern share of the Union Debt.....1,000,000,000

Total loss by the War.....\$5,800,000,000

—This would reduce the total actual value of what is left of the South to \$1,200,000,000, or barely a sixth of what it was in 1860. And yet we feel confident that the soil and buildings of the South could not be bought to-day for the full Seven Thousand Millions which she was reported to be worth in 1860. A few, who are hard pressed, or peculiarly vexed at the result of our late struggle, are anxious to sell out cheap; some of them to get out of the country; others to seek a new location in it; far more, to supply their urgent wants; but the great mass will stay where they are, and only sell at higher prices than they would have taken in 1860. Five years hence, the South will look back with wonder on her blind persistence through generations in a policy which left her masses poor and ignorant, her cities small and rude, her mines unopened, her forests valueless, and her water-power useless. We confidently predict that the valuation of the fifteen Slave States of 1860 will, by the Census of 1870, exceed Seven Thousand Millions, and, by that of 1880, will be not less than twice that amount.

CANADA.

The negotiations which for several months have been carried on in London between four Canadian Ministers—Messrs. Macdonald, Cartier, Brown and Galt—and the English Government represented by Mr. Cardwell and Mr. Gladstone, the Duke of Somerset and Earl de Grey, have been brought to a close. The official papers relating to the negotiations were laid by Mr. Cardwell on the table of the House of Commons on June 19. As the contents are of great interest to the United States, we give them in full in another column.

From a perusal of these papers it will be seen that Canada solicits the aid of Great Britain to make her a great American empire, continuing subject to British rule, and sufficiently powerful, in case of a conflict, to resist the military power of the United States. To this end, the Canadian Ministers desire the consummation of the proposed confederation of British America, the annexation to this confederacy of the Hudson's Bay Territory, the erection of defenses about Montreal and west of that place, a naval armament on Lake Ontario and a continuation of the Reciprocity Treaty with the United States.

The English Ministers, in reply, assured the representatives of Canada that they also wish a confederation of British America, and will "use every proper means of influence to carry it into effect." They also encourage the annexation of the Hudson's Bay Territory to Canada, and agree to guarantee the loan with which Canada proposes to indemnify the Hudson's Bay Company for the surrender of its rights. With regard to the fortifications about Montreal and west of it, the English Government are willing to guarantee a loan without which Canada cannot hope to borrow money on sufficiently favorable terms; but it makes their consent to this proposition dependent on the condition that the Canadian proposition shall previously receive a formal sanction from the Canadian Legislature. Such being the case, the Canadian indicate that the Colonial Government and Legislature will probably prefer to postpone further action until the question of the new confederation shall be settled.

As to the naval force on Lake Ontario, the English Government can only say that in time of peace it will strictly adhere to the stipulations of the treaty with the United States, and in time of war it will do its duty.

Finally, as regards the Reciprocity Treaty, England promises her good services at Washington to bring about its renewal.

It must be clear that the Canadian delegates did not obtain from England much beyond the assurances of sympathy and promises made contingent upon circumstances which are not very likely soon to arise. The prospects of the confederacy upon whose success the erection of the fortifications are made dependent are not very bright, and we don't see that English sympathy alone will go far toward building up either the confederacy or the fortifications. Liberal English papers, like *The News* and *The Star*, give Canada the good advice, which every true friend of that country will heartily indorse, to rely for her defense more "upon the maintenance of friendly and conciliatory relations with her powerful neighbor," than upon fortifications "which, in the event of war unsupportably breaking out, she would be unable to defend."

The liberal statesmen of England are wise enough to see and frank enough to admit that the material interests of Canada are "bound up with those of the United States." Neither England nor Canada can alter this fact, and the sooner the Canadians fully comprehend its

importance and act accordingly, the better it must necessarily be for their material prosperity.

CIRCULATION OF JOURNALS.

The Cincinnati Gazette gives the following statement of the circulation respectively of the journals of that city, compiled from returns made to the Assessor of Internal Revenue. We publish it for the information and guidance of business men in all parts of the country who may wish to advertise in the commercial emporium of the Ohio Valley:

	Daily Edition	Weekly do.
Cincinnati Gazette	30,000	30,000
Cincinnati Commercial	20,000	10,000
Cincinnati Enquirer	10,000	10,000
Cincinnati Times	10,000	10,000
Cincinnati Volksblatt	5,000	5,000
Cincinnati Union	150	—

Total.....92,750 125,000

—The Times has also a weekly circulation of 1200.

(Beside these, there are the distinctively Religious weeklies, with a total circulation of 137,300 copies, whereof the Methodist Sunday School paper has more than half (78,000) while *The Christian Advocate* and *Journal* (Methodist also) ranks next, having 31,000. Next to this stands *The Christian Apologist* (also Methodist) with 19,000; and next the Catholic German paper with 10,000.)

—We most respectfully suggest to our business men the propriety of securing the quarterly publication, for their own guidance in advertising, of a correct return of the actual circulation of each journal issued in our City that solicits or accepts their patronage. We do not know that they are now humbugged by the impudent, persistent swagger of certain pretenders to almost exclusive currency, but a few of the more simply possible may be. At all events, the truth will harm none but those who flourish by falsehood; and what they gain others must surely lose. If the business men—say of the new Dry Goods Exchange—will inaugurate a movement having for its object the quarterly circulation of every daily and other newspaper issued in our City, they may count upon our hearty cooperation.

The Radical party of Germany, which hopes and labors for the union of all the German States under a central democratic Government, have recently established a very interesting organ at London, under the title: *Der Eidgenosse* (*The Confederate*). It is edited by Karl Blind, who recently received the following letter from Garibaldi:

My dear friend: Human progress is at a standstill, and to your superior intellect the causes of this deadlock are assuredly well known. The world is in wait of a leading nation: not for dominating over it, but for conducting it in the fraternal unity of nations and the overthrow of the barriers which political egotism has raised. Yes, the world is in want of a leading people, which, similar to the knights-errant of old, would devote itself to redress the wrongs, to take the side of the weak, and to sacrifice for a while its own material welfare in order to attain to a far more valuable good, viz: the satisfaction of having mitigated the sufferings of fellow-men. A people that came courageously to the front with such a noble object would rally round itself all those who are oppressed, all those who would rise from the abyss of misfortune into which the perverted of governments has thrown them. This patriotic point of honor, which the idealists of the present day have forgotten, could be occupied by the German nation. The serious and philosophical character of your compatriots would be a guarantee and a pledge of stability for us all. Hence, then, you, your thirty friends, form in the heart of Europe your youth in the imposing unity of your fifty millions; and we shall all throw ourselves with enthusiastic eagerness into your brotherly ranks. We love and glorify in it. Therefore salute your *Eidgenosse* as the organ of the future of a great nation, and as the mouthpiece of the principle of human solidarity. Give my warmest salutations to your family, to our friends, and believe me ever yours

G. GARIBOLDI.

Major-Gen. MEADE.

Gen. D. K. WHEELER, Assistant Adjutant-General.

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